

Amendments to the Specification:

Please replace the paragraph beginning at page 12, line 26 with the following paragraph:

The activation control section 40 time-integrates the floor deceleration G_f at predetermined intervals (e.g., 10 msec) so as to obtain a velocity change V_n per unit time. When a floor deceleration G_f acts on the vehicle 10 during a travel, because of inertia, ~~inertial~~, an object (e.g., an occupant) in the vehicle 10 accelerates frontward relative to the vehicle 10. Therefore, the relative velocity change V_n of the object within the vehicle with respect to the vehicle 10 can be obtained through time integration of the floor deceleration G_f . After calculation of the velocity change V_n , the activation control section 40 determines a region of the activation determination map (i.e., one of the regions divided by the high and low map boundaries) which contains a position determined from the relation between the floor deceleration G_f and the velocity change V_n .

Please replace the paragraph beginning at page 14, line 22 with the following paragraph:

Meanwhile, a collision may occur in a manner in which the airbag unit 30 is not required to be activated even though a large impact acts on a front portion of the vehicle body. That is, in the case of a low-speed head-on collision ~~corresion~~ in which the vehicle 10 collides head-on with an object at a low speed or a low-speed underride collision in which the vehicle 10 runs into a space under an object and

collides therewith at a low speed, the airbag unit 30 is not required to be activated.

In the case of these collision types as well, the activation control section 40 determines whether to activate the airbag unit 30, on the basis of the low map boundary of the activation determination map. This will be described specifically with reference to FIG. 3. FIG. 3 shows the relation between the floor deceleration G_f and the velocity change V_n for each of different collision types. In FIG. 3, the above relation for the case where the vehicle 10 causes an oblique collision at an intermediate speed is represented by a solid line; the above relation for the case where the vehicle 10 causes a head-on collision at a low speed (e.g., 18 km/h) is represented by a line consisting of alternating long and short dashes; and the above relation for the case where the vehicle 10 causes an underride collision at a low speed is represented by a line consisting of one long dash alternating with two short dashes.

Please replace the paragraph beginning at page 21, line 11 with the following paragraph:

The severity determination section 44 stores the severity determination map shown in FIG. 5. On the basis of the severity determination map, the severity determination section 44 determines that an impact acting on the front portion of the vehicle body is at a relatively high level, and the central portion of the vehicle body has decelerated to some degree, when the front deceleration G_l (G_r) is higher than the reference value and the floor velocity change V_n is higher than the floor deceleration reference value V_0 . Therefore, the severity determination section 44 determines that the collision speed is low; i.e., the severity is low, and supplies a low

severity signal to the output delay time changing section 46. Meanwhile, when the front deceleration G_l (G_r) is higher than the reference value and the floor velocity change V_n is not higher than the floor deceleration reference value V_0 , the central portion of the vehicle body can be determined not to have decelerated ~~very~~very much after the impact acting on the front portion of the vehicle body has increased to a relatively large level. Therefore, the severity determination section 44 determines that the collision speed is high; i.e., the severity is high, and supplies a high severity signal to the output delay time changing section 46.